



Flightline Safety Award of Distinction

On Aug. 14, 2002, this team was accomplishing pre-flight duties on five F-16Cs loaded with six live MK-82 500-pound bombs per aircraft. SSgt Todd Girot and SrA Jason Rasmussen were beginning a weapons power-on functional check of the station one missile rail while TSgt Dennis Yates, the aircraft dedicated crew chief, was accomplishing his preflight inspections of the aircraft. While TSgt Yates was assisting the weapons crew with a communication problem, he noticed white smoke rising from the right side of the aircraft. Upon investigation, he discovered sparks and fire emanating from the area near the external power receptacle that had been caused by internal wire harness chafing. He immediately turned off the external power cart, then alerted the weapons crew and other personnel on the ramp of the fire. MSgt George Montoya and TSgt Cris Garrelts moved two Halon fire bottles into position to fight the fire. By this time, the electrical arcing behind the external power receptacle had sent molten metal flying, eventually burning through a liquid oxygen line running through the panel. The resulting fire burned at over 2,700 degrees Fahrenheit, and melted most of the hardware and wire harnesses in the vicinity of the external power receptacle. As MSgt Montoya and TSgt Garrelts fought the fire, TSgt Yates radioed the fire department. The oxygen-fed fire extinguished and re-ignited numerous times during the incident. SSgt Girot and SrA Rasmussen, along with MSgt Wayne Linder, and TSgts Steven Ames and Laurence Hunt, assisted in moving equipment away from the aircraft and then prepared to download the munitions if the fire spread. MSgt Jerry Santoro, TSgt Brian Gilmore, and SSgt Bryan Kelly arrived at the scene to assist and saw that, even

though the external power had been turned off, the fire continued. SSgt Kelly pulled the external power plug from the receptacle and retrieved a third fire bottle, while TSgt Gilmore turned the main power switch off in the cockpit, and disconnected the aircraft battery located near the right wheel well. Finally, the fire was extinguished. From the first indication of smoke to the fire being extinguished took less than 5 minutes so the fire department did not have enough time to respond. This team's bravery, cool and methodical actions, and flawless execution of emergency response procedures saved more than \$100 million worth of combat aircraft.



Front (left to right): TSgt Laurence A. Hunt, SrA Jason R. Rasmussen, MSgt Jerry L. Santoro, TSgt Steven D. Ames, SSgt Bryan R. Kelly; Back (left to right): SSgt Todd E. Girot, MSgt Wayne E. Linder, TSgt Brian E. Gilmore, TSgt Cris J. Garrelts, TSgt Dennis C. Yates; Not pictured: MSgt George M. Montoya, 466th Fighter Squadron, 419th Fighter Wing, Hill AFB, Utah

Weapons Safety Award of Distinction

On July 30, 2002, at 1:30 a.m., A1C Christopher Ballard was dispatched to pick up and return a munitions trailer from HOT PAD 6 (live load area) to the Munitions Storage Area. The trailer was configured with five live MK-82 bombs. While performing the inspection of the trailer in accordance with Technical Order 11-1-38, he noted the trailer was improperly configured and would need to be corrected prior to towing. A1C Ballard radioed the using fighter squadron to send a weapons load crew to correct the problem. A load crew responded and began reconfiguring the trailer as prescribed by the technical order. They began by placing a bomb on the bomb lift truck while they reconfigured the trailer. A1C Ballard was assisting with the trailer when he glanced back to the bomb lift truck and saw the bomb begin to tilt from the table, nose fuze first. He immediately reacted by running to the bomb lift truck and placed his body weight on the fin section of the bomb to counter-balance the weight of the falling bomb. The weapons load crew chief responded and positioned the bomb properly on the table, and secured it with

the bomb tie-down strap. A1C Ballard's integrity and staunch attention to detail while adhering to proper technical orders and directives are commendable. His situational awareness and quick actions precluded a live MK-82 bomb from dropping to the ground, avoiding the subsequent damage and/or possible arming of the fuze.



A1C Christopher R. Ballard
388th Equipment Maintenance Squadron
388th Fighter Wing
Hill AFB, Utah

ACC Safety is Proud of All Award Nominees

Capt Werner W. Keidel
Pilot
75 FS, 23 FG
Pope AFB, N.C.

Maj Walter Bennett
Pilot
Capt Clinton A. Mixon
Weapons System Officer
333 FS, 4 FW
Seymour Johnson AFB, N.C.

Capt Pete Soto
SMSgt Steven Jacobs
MSgt Christopher Riley
MSgt Brian London
MSgt Curtis Allen
Maintenance Supervision
509 MXS, 509 BW
Whiteman AFB, Mo.

Capt Travis Burdine
Aircraft Commander
Capt Timothy Touzeau
Copilot
Capt John Pinnix
Navigator
MSgt James Wells
Flight Engineer
960 AACs, 552 ACW
Tinker AFB, Okla.



Submit Your People for Awards



Based on your requests — the nominations for monthly safety awards will now be considered up to 60 days from the date of occurrence. This changes the 45 day cutoff.